

August 5, 2009

The following document was provided by Barry Wallerstein, Regional Targets Advisory Committee (RTAC) member, for consideration by the committee.

Example of Best Management Practices for Major MPO's  
(For Illustration Purposes)

Core Measures	Description	Points <sup>1</sup>
Smart Growth Design	<ul style="list-style-type: none"> <li>Substantial new development project is designed in a pedestrian oriented fashion to maximize:               <ol style="list-style-type: none"> <li>buildings with appropriate street frontages</li> <li>neighborhood walkability</li> <li>connect to existing street grid preserve open space, and promote transit ridership</li> </ol> </li> </ul>	
Infill and Brownfield Development/Redevelopment	<ul style="list-style-type: none"> <li>Prioritize/incentivize infill development projects located less than ½ mile from public transit, and serviced by existing infrastructure</li> </ul>	
Transit Oriented Development (TOD)	<ul style="list-style-type: none"> <li>Prioritize projects designed with an increased scale and density within ½ mile from mass transit stations or bus hubs</li> </ul>	
Walkable Neighborhood	<ul style="list-style-type: none"> <li>All new development projects:               <ol style="list-style-type: none"> <li>have multiple and direct street routing (grid network pattern), and</li> <li>eliminate cul-de-sacs</li> </ol> </li> </ul>	
Walkable Neighborhood	<ul style="list-style-type: none"> <li>All new projects to provide safe and convenient pedestrian and bicycle access to all transit stops within ½ mile</li> </ul>	
Complete Streets	<ul style="list-style-type: none"> <li>Design and construct all street standards to provide equal access and right of ways for:               <ol style="list-style-type: none"> <li>pedestrian,</li> <li>bicycle,</li> <li>bus,</li> <li>rail, and</li> <li>automobiles</li> </ol> </li> </ul>	
<b>Supplemental Measures</b>		
<b>LAND USE MEASURES</b>		
Mixed Use	<ul style="list-style-type: none"> <li>Substantial new development projects are characterized by having various uses such as commercial, residential, and institutional, are:               <ol style="list-style-type: none"> <li>combined in a single building, or</li> <li>on a single site in an integrated development project with functional interrelationships and a coherent physical design</li> </ol> </li> </ul>	
Transit Access	<ul style="list-style-type: none"> <li>All new development projects provide:               <ol style="list-style-type: none"> <li>safe and convenient bicycle/pedestrian access to transit stops, and</li> <li>essential transit stop improvements (i.e., shelters, route information, benches, and lighting)</li> </ol> </li> </ul>	

Traffic Calming	<ul style="list-style-type: none"> <li>Design roadways to reduce motor vehicle speeds and encourage pedestrian and bicycle trips. Traffic calming modifications include:               <ol style="list-style-type: none"> <li>narrower streets,</li> <li>speed platforms,</li> <li>bulb-outs at intersections,</li> <li>raised crosswalks,</li> <li>center islands, and/or</li> <li>bicycle stoplights</li> </ol> </li> </ul>	
Bicycle Measures	<ul style="list-style-type: none"> <li>Designated bicycle routes:               <ol style="list-style-type: none"> <li>are to connect to existing Class I or Class II Bicycle lanes within ½ mile, and</li> <li>project design is to include a comparable network that connects the project to existing local services</li> </ol> </li> </ul>	
Bicycle Parking (non-residential)	<ul style="list-style-type: none"> <li>Non-residential projects provide plentiful short and long-term bicycle parking facilities to meet peak season maximum demand</li> </ul>	
Pedestrian Network	<ul style="list-style-type: none"> <li>Provide a pedestrian access network that:               <ol style="list-style-type: none"> <li>internally links all uses, and</li> <li>connects all existing or planned external streets, and pedestrian facilities contiguous with project site</li> </ol> </li> </ul>	
Parking Spaces	<ul style="list-style-type: none"> <li>Provide at least a 10% reduction of required parking or reductions less than code for projects within ½ mile from public transit</li> </ul>	
<b>TRANSPORTATION MEASURES</b>		
Transportation Signage	<ul style="list-style-type: none"> <li>Where applicable, provide a display case or kiosk displaying transportation information in a prominent area accessible to employees, residents, or visitors. Display to include:               <ol style="list-style-type: none"> <li>bicycle route maps,</li> <li>bus schedules, and</li> <li>other transportation information such as carpooling, carsharing info., etc.</li> </ol> </li> </ul>	
Neighborhood Electric Vehicle (NEV) Access	<ul style="list-style-type: none"> <li>New development projects are designed to accommodate NEVs (e.g., routes, infrastructure, and parking)</li> </ul>	
Neighborhood Shuttles	<ul style="list-style-type: none"> <li>New special event centers or other attractions provide shuttle or bus program for transport</li> </ul>	
Business Center Shuttles	<ul style="list-style-type: none"> <li>New office parks, business centers, and other employment centers provide shuttles to and from transit facilities and eating establishments</li> </ul>	

PRICING MEASURES		
Parking Pricing Strategies	<ul style="list-style-type: none"> <li>Employee and/or customer paid parking system (parking meters, pay lots, valet, etc.)</li> </ul>	
Parking Pricing Strategies	<ul style="list-style-type: none"> <li>Parking cash-out system</li> </ul>	
TDM/TSM MEASURES		
Parking Spaces	<ul style="list-style-type: none"> <li>Provide preferential parking spaces for:               <ol style="list-style-type: none"> <li>carpools,</li> <li>vanpools,</li> <li>EVs / alternative fuel vehicles,</li> <li>bicycles near the entrance of buildings</li> </ol> </li> </ul>	
Congestion Pricing Strategies	TBD	
Transportation Programs	<ul style="list-style-type: none"> <li>Develop rideshare program for projects with under 250 employees at a worksite through local ordinances or requirements</li> </ul>	
End-of-Trip Facilities	<ul style="list-style-type: none"> <li>Provide end-of-trip facilities such as:               <ol style="list-style-type: none"> <li>showers,</li> <li>lockers, and</li> <li>changing spaces</li> </ol> </li> </ul>	

<sup>1</sup> Points reflect relative effectiveness in VMT/CO2 LDV reductions between measures and are estimated based on literature, MPO model results, MPO campus Blueprints, expert input, etc...